## **Attachment 1**

# Draft Meeting Notes Bicycle and Pedestrian Task Force

**MEETING DATE:** May 22, 2013

**MEETING LOCATION:** CMAP Offices

CALLED TO ORDER: 1:00 p.m.

### **ATTENDANCE:**

### TASK FORCE MEMBERS OR ALTERNATES:

Tom Rickert, Chair

Bill Blanchard (for Richard Bascomb), Village of Schaumburg (on phone)

Ed Barsotti, League of Illinois Bicyclists

Karen Shinners, Pace

Chalen Daigle, McHenry County Council of Mayors (on phone)

Barbara Moore, Citizen

Kevin Stanciel, RTA

Valbona Kokoshi, LDOT

Dan Thomas, DuPage County (on phone)

Allan Mellis, Citizen

Pamela Sielski, Cook County Forest Preserve District

Craig Williams, Alta Planning+Design

Ron Burke, Active Transportation Alliance

### **ABSENT:**

Keith Privett, CDOT

Steven Mannella, Metra

Randy Neufeld, SRAM Corp

Andrea Hoyt, DuPage County Forest Preserve

Gin Kilgore, Break the Gridlock / LIB (on phone)

Greg Piland, FHWA (on phone)

Robert Vance, CTA

Sam Mead, IDOT

Yonina Grey, CNT

## **STAFF:**

John O'Neal

Tom Murtha

Doug Ferguson

Jesse Elam

# **OTHERS:**

Bruce Carmitchel, IDOT

Chris Schmidt, IDOT

Aren Kriks, IDOT

Christy Davis, IDOT (on phone)

Janice Yuvan, Yuvan Planning
Stacey Meekins, Sam Schwartz Engineering
Nathan Roseberry, TY Lin/CDOT
David Smith, TY Lin/CDOT
Tammy Wierciak, WCMC (on phone)
Thomas Vander Woude, SSMMA (on phone)
Mike Walczak, NWMC
Chris Staron, NWMC (on phone)

### 1.0 Introductions

Members and attendees introduced themselves.

# 2.0 Approval of the Minutes

No corrections to the minutes were proposed. *Motion was then made and seconded for approval of the meeting notes. The motion was unanimously approved*.

## 3.0 Local and Regional Planning

## 3.1 City of Chicago Bicycle Counts

David Smith, of TY Lin, Intl. and the City of Chicago Department of Transportation, presented on the City of Chicago's ongoing effort to count cyclists. Mr. Smith gave an overview of the reasons for such counts and then described in detail the three types of counting programs:

- Project specific counts
- Monthly bike counts
- Quarterly bike counts

The monthly counts are done at six locations chosen in order to best assess existing network, evaluate the impact of build and planned projects, provide geographic equity, and for count feasibility. Counting is carried out by CDOT staff, interns and volunteers. Data show that, generally, rideship spikes in the summer/warmer months. Year-over-year data show that temperature affects ridership numbers – a warmer spring brings out larger numbers of cyclists, while cooler weather may inhibit some riders. In addition, ridership numbers rise when high-quality infrastructure, such as cycle tracks, are installed. Quarterly counts are done at locations surrounding the downtown core, in an attempt to get information on the number of riders commuting or traveling into this area.

Mr. Smith briefly mentioned other cities and the counting programs/resources that have developed, including Minneapolis, Long Beach, and Portland. He stated that these efforts are all part of the National Pedestrian and Bicycle Documentation Project, underwritten by Alta Planning+Design.

He emphasized that CDOT would like to use the data collected to produce year-end reports on ridership and robust before/after performance measures. He ended by stating that CDOT is exploring the use of automated counters, but feels that at this point in time, manual counts are more cost-effective and accurate, and can provide other information like helmet usage or gender.

### 3.2 Trails for Illinois

Steve Buchtel, of Trails for Illinois, presented on the initiative undertaken by his organization to count and survey trail users on six multi-use trails around the state. He emphasized that the driver and focus of the work was to better understand – and thereby to be better able to communicate to elected officials – the economic impact of trails to individual communities and to the state as a whole. While focusing on economic impact, Trails for Illinois, also emphasizes the environmental, health, and social benefits of well-designed and popular trails and trail network.

Mr. Buchtel compared Illinois' lack of investigation into and commitment to the economic benefits of trails to neighboring states like Wisconsin and Iowa, where much work has been done to better understand and quantify the benefits.

Mr. Buchtel then described the methods used to produce the trail counts, and in the intercept survey administered. Mr. Buchtel highlighted some of the results of the counts and the surveys, including the reasons given for using trails (43% named 'health' as the primary purpose); the amount of money spent when using trails; where or what kind of purchases were made by trail users; where trail users came from; what users considered "major problems" with Illinois trails; and how users 'discovered' the trail they were on, among other things.

Mr. Buchtel directed Task Force members to the Trails for Illinois <u>website</u>, where they can download a free copy, or purchase a printed copy, of the report that was produced to publicize and communicate findings of the counts and survey. He ended with a plea to help Trails for Illinois increase awareness throughout the state of the benefits of, and need for, more and better trails.

# 4.0 Pedestrian and Bicycle Project Programming

## 4.1 CMAQ Program – Focus Group Input

CMAP staff (Tom Murtha) lead a discussion of the volunteer ad-hoc working group's effort to provide evaluation methods, analysis and, ultimately, recommendations as regards the bicycle and pedestrian projects submitted to CMAQ for funding in FY 2014-18. He began by pointing out that the working group is still "in process" as regards this effort and that the data presented represents a starting point or 'work in progress'. He stated that the quantitative data has the problem that it highly favors the City of Chicago, and to a lesser extent, Cook County. The collar counties simply do not have the density of population and employment or transit ridership numbers to rank highly. Other criteria, however, such as project relation to CMAP's Regional Greenways and Trails Plan or a project's anticipated effect on or change in "Safety and Attractiveness" are more geographically neutral. Mr. Murtha pointed out that our evaluation does not measure cost effectiveness or air quality benefit. That measurement will be made by

the CMAQ Project Selection Committee. The ad-hoc working group, for the next meeting, will use professional expertise, knowledge, and judgment to try to move beyond the solely quantitative ratings to bring to bear other factors that may affect project value and success.

Mr. Mellis asked if the "Phase 1" requirement played a role in the rankings. Mr. Murtha said 'no'. Mr. Roseberry asked if local plans were important in the ranking. Mr. Murtha said that it was not a specific measure in these rankings but would be considered in the overall recommendations. John O'Neal added that information on local and subregional plans is found on the summary maps of the Map Book, which is available on the Minutes webpage of the Bike-Ped Task Force.

Mr. Rickert asked about timing for the ad-hoc working group and Task Force input to the PSC. CMAP staff responded that we need to have our input ready by the next meeting (June 12) since the PSC meets on June 20<sup>th</sup>, but the packet for that meeting will go out on June 13.

# **4.2 State Updates**

**State Bike Transportation Plan:** Craig Williams of Alta Planning+Design, consultants to IDOT on the state bike plan, gave the Task Force an update on the status of the state bike plan. He stated that they are now getting into the nuts and bolts of the plan process with the help and guidance of the Advisory Council. He added that the plan has scheduled its public outreach component, which will be a series of public meetings around the state, with a meeting for "professionals" and for the "general public" at different times on the same day (afternoons and evenings, respectively) at the various locations. The meeting in Chicago will be on July 9. The location is still TBD.

Mr. Williams added that the Task Force can expect periodic updates at these meetings and should also be aware that information is online at <a href="http://illinoisbikeplan.com/">http://illinoisbikeplan.com/</a>.

**ITEP:** IDOT staff (Christy Davis) announced that IDOT had just opened and is accepting applications for the 2013 ITEP Cycle. The on-line application cycle opened on Monday, May 20, 2013 and will close on Tuesday, August 20, 2013.

## 4.3 Project Updates

No project updates were given.

### **5.0 Public Comment and Announcements**

Mr. Barsotti, of the League of Illinois Bicyclists, announced that the LIB Safety Quiz was now, in beta form, online and available. He asked that Task Force and interested attendees help LIB test the quiz and website functions by going online and taking the quiz now.

Mr. Roseberry announced that the City of Chicago's first protected bike lane of this fiscal year will be on Milwaukee

### **6.0 Next Meetings**

CMAP staff proposed the following meeting dates and times for remainder of calendar year 2013.

- Wednesday, June 12, 2013 at 1:00 p.m.
- Wednesday, September 18, 2013 at 1:00 p.m.
- Wednesday, December 18, 2013 at 1:00 p.m.

Motion was made and seconded for approval of the meeting dates. The motion was unanimously approved.

**7.0 Adjournment:** 2:45 PM